


Established February, 1845.

PRICE, \$2 PER MONTH.

Shipping:

Steamers.

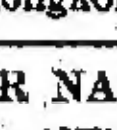
**FOR SINGAPORE, ADEN, HAVRE
AND HAMBURG, VIA SUEZ
CANAL.**

 The Steamship
Yokohama,
Capt. F. NAGATA, will be
despatched for the above
Ports on **WEDNESDAY**, the 23rd Inst.
at Noon.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.


Hongkong, June 14, 1886. 115

FOR NAGASAKI AND YOKOHAMA.
(With liberty to call at KOBE.)

 The Steamship
Strathleven,
C. W. EMMETT, Com-
mander, will be despatched
for the above Ports on **WEDNESDAY**
the 23rd Inst., at 5 p.m.

ADAMSON, BELL & Co.
Agents.
Hongkong, June 19, 1886. 119

UNION LINE.

 The Steamship
Partha,
Capt. MARSHALL, will be
despatched for the above
Port on FRIDAY, the 25th Instant, at
4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, June 17, 1884. 117

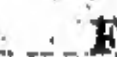
AUSTRO-HUNGARIAN LLOYDS.
STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO
BOMBAY, ADEN, SUEZ, PORT
SAID, BRINDISI AND TRIESTE.

(Taking Cargo at through rates to CAL
CUTTA, MADRAS, PERSIAN
GULF, BLACK SEA, & TR

ADRIATIC PORTS.)
The Co.'s Steamship
Medusa,
Capt. E. PERINI, will be
despatched as above on
FRIDAY, the 2nd July, at Noon.
For further Particulars, regarding Freight
and Passages, apply to the Agents at 15


Company, Praya Central.
O. BACHRACH,
Agent.
Hongkong, June 18, 1886. 118

Sailing Vessels.
FOR SAN FRANCISCO.
 The 3/3 L.I. American Ship
St. David
 FROST, Master, will load her
 for the above Port, and will
 have quick despatch.
 For Freight, apply to
RUSSELL & Co.
 Hongkong, June 2, 1880.

FOR HONOLULU.
The Hawaiian Brig
Allie Rowe,
J. PHILLIPS, Master, will me
with quick despatch for the
above Port.

WIELER & Co.,
Agents
Hongkong, May 3, 1896.

FOR NEW YORK.
The S/S L.I.L. American Ship
Henry S. Sanford,
PENDLETON, Master, will leave
here for the above Port on



will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, June 15, 1888. 116

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship Japan having arrived
from the above Ports, Consignees

Consignees are hereby informed that a Bill of Lading must be made by the Consignee, and presented to the Consignee's Agent for counter signature, and to take immediate delivery of their Goods from alongside the vessel.

will be entertained after the 21st instant.
DAVID SASSOON, SONS & Co.,
 Agents.
 Hongkong, June 15, 1886. 116

UNION LINE
 NOTICE TO CONSIGNEES

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Euphrates*, Captain

above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded on to JAPAN, unless notice to the contrary is given before 5 p.m. To-day, the 12th.

presented to the Undersigned on or before
the 22nd Instant, or they will not be
recognised.

RUSSELL & Co.,
Agents.

Hongkong, June 12, 1896.

For Sale.

MACLEWEN, FRICKEL & Co. **VICTORIA EXCHANGE,** QUEEN'S ROAD CENTRAL. **HAVE FOR SALE** THE FOLLOWING **STORES.**

York HAMS.
 Roll BUTTER.
 Topcan BUTTER.
 French BUTTER.
 Err's COCOA.
 VAN HOUTEN'S COCOA.
 Picnic TONGUES.
 MACKEREL in 5b Tins.
 RAISINS and CURRANTS.
 Crystallized FRUITS.

SAVORY & MOORE'S New Infant FOOD.
 BARNES & CO'S JAMS.
 Potted MEATS.
 PATE DE FOIE GRAS.
 Swiss MILK.

BORDEN'S **CONDENSED MILK.** **COOKING STOVES.** **KEROSENE LAMPS.**

WINES, &c.

GILBEY'S Sparkling SAUMUR, Pils. & Qts.
 SACCO'S MANZANILLA.
 SACCO'S Old Invalid PORT.
 Old Bourbon WHISKY.
 BUREAU'S Old Irish WHISKY.
 Royal Glendee WHISKY.
 MARRALA.

&c., &c., &c.

THE USUAL ASSORTMENT

OILMAN'S STORES, at the Lowest Possible Prices **FOR CASH.**

MACLEWEN, FRICKEL & Co.
 Hongkong, February 10, 1886. 280

FOR SALE.

JULES MUM & Co.'s
CHAMPAGNE.
 Quarts—\$80 per Case of 1 doz.
 Pils.—\$121 " " 2 " "
 Dubos Fines & de Gernon & Co.'s
BORDEAUX CLARETS and
WHITE WINES.

Baxter's Celebrated 'Barley Bree'
 WHISKY—\$71 per Case of 1 doz.
GIBB, LIVINGSTON & Co.
 Hongkong, July 18, 1884. 1187

FOR SALE.

ORAGIEBURN—MOUNT GOUGH.

THIS desirable RESIDENCE is situated on one of the very best positions on the whole hill-side, and there is Room for additional building.
 The House is very strongly built—partly of concrete blocks, and partly of bricks on granite basement. It contains seven rooms, besides Dressing-rooms, Bath-rooms, etc., and two Dining-rooms. The front Verandah is more than usually spacious, and the House as at present is enlarged as it might easily be—into a suitable for a Summer Club or Hotel. There are two Lawn Tennis Courts—one in chum and one in grass.
 Possession may be had by arrangement—and the Furniture if desired may be taken at a valuation. Two-thirds of the Purchase Money may remain on Mortgage at 7%.
 For further Particulars, apply to—
LANE, CRAWFORD & Co.
 Hongkong, May 18, 1886. 986

NOTICES TO CONSIGNEES.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery. This Cargo has been landed and stored at their risk and expense.
 No Fire Insurance has been effected.
 Ex. And.
 APP (in para), 5112/5113 = 2 cases Soap, consigned to Order, from London.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, June 4, 1886. 1100

TO-day's Advertisements.

FOR SALE.

TENDERS for the PURCHASE of the

BRITISH STEAMSHIP
D A F I L A.

662 Tons Net Register. 99 Horse-power nominal. 874 Tons Gross Register.

As she now lies in this Harbour, will be received at the Office of the Undersigned until SATURDAY, 26th June, 1886, at Noon.

The Undersigned do not bind themselves to accept the highest or any Tenders presented.

Full Particulars can be obtained on Board, or from

WHEELER & Co.
 Agents, S.S. Delta.

Hongkong, June 21, 1886. 1199

To-day's Advertisements.

THEATRE ROYAL.

CITY HALL, HONGKONG.

TO-MORROW EVENING,

REMYNY CONCERT.

ON WHICH OCCASION

Edouard Remy

will perform the following Violin Solos:—

Allegro Molto Appassionato. MENDELSSOHN, (From the Concerto).

Old English. The Pilgrim of Love. Rule Britannia.

Transcribed for the Violin alone by REMYNY during his present stay in Hongkong, and which he will To-morrow Night perform for the First Time.

'Musique de Ballet' (Les) MEYERBEER, (Huguenots).

By Special Desire, Capriccio Nos. 21 and 24. PAGANINI, From Paganini's Famous 24 Studies.

PREMIER OF ADMISSION: Dress Circle.....\$3.00

Stalls.....2.00

Back Seats.....1.00

Navy and Military in Uniform half price to Second and Back Seats.

Plan of Theatre now open at Messrs. KILBY & WALKER'S, Limited, where Seats may be secured.

Manager.....FRANK WESTON.
 Hongkong, June 21, 1886. 1205

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

MONDAY,

the 28th day of June, 1886, at 3 p.m., at his Sales Rooms, Queen's Road.

(Unless previously disposed of by Private Contract).

For account of the conserved,

THE BRITISH STEAMER

D A F I L A,

of 552 NET REGISTER TONS or thereabouts, as she now lies off the

Kowloon Dock.

The VESSEL is classed LLOYD'S A 1, and is of 99 NOMINAL HORSE POWER. The Vessel can be inspected, and Particulars of her Inventory, &c., can be obtained from the Undersigned.

The Vendors reserves to themselves the right to bid, either by themselves or their Agents.

TERMS OF SALE.—Cash on the fall of the hammer, and the Vessel to be at the Purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
 Auctioneer.

Hongkong, June 21, 1886. 1206

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co.'s Steamship

Namoa, Captain GODDARD, will be despatched for the above

Ports on WEDNESDAY, the 23rd Inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LARPAK & Co.,
 General Managers.

Hongkong, June 21, 1886. 1203

FOR SWATOW.

The Steamship

Idaho, Captain ALLEN, will be despatched as above on

WEDNESDAY NEXT, the 23rd Instant, at 5 p.m.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
 Agents.

Hongkong, June 21, 1886. 1204

OCEAN STEAMSHIP COMPANY.

The Co.'s Steamship

Patna, Captain JACKSON, will be despatched as above on

SATURDAY, the 26th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
 Agents.

Hongkong, June 21, 1886. 1201

To-day's Advertisements.

NETHERLANDS INDIA STEAM

NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND

SOURABAYA, VIA SAIGON

AND SINGAPORE.

The Co.'s Steamship

Celebes, Captain JON, will be despatched as above on

or about the 28th Instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
 Agents.

Hongkong, June 21, 1886. 1202

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship

Saphir, Commandant HONNAY, will be despatched for

SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,
 Agent.

Hongkong, June 21, 1886. 1109

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship

Volga, Commandant TEMPER, will be despatched for

Kobe and YOKOHAMA shortly after the arrival of the Mail Steamer from Europe.

G. DE CHAMPEAUX,
 Agent.

Hongkong, June 21, 1886. 1200

Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for

any Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour:—

ADRIE OLIVER, American barque, Capt.

B. G. Pendleton.—Order.

ALFRED WATTS, American ship, Capt. H.

A. Hylor.—Douglas Larpak & Co.

ALLEN ROWE, Hawaiian brig, Captain J.

Phillips.—Captain.

ALMA, German barque, Capt. R. Alberts.

Melchers & Co.

BASH J. H. BOWERS, Amer. barque, Capt.

John A. Plum.—Order.

BORVIE, Norwegian barque, Captain C.

Henrikson.—Tong Sang W.

CATALINA, British brig, Captain A. R.

Pillington.—Jardine, Matheson & Co.

CHARLES DENNIS, American ship, Capt.

L. Allen.—Order.

E. J. SPENCE, British barque, Captain J.

H. Gill.—Order.

G. C. TOBEY, American barque, Captain

R. G. Delano.—Ed. Schollhaus & Co.

HENRY S. SNOW, American ship, Capt.

G. W. Pendleton.—Adamson, Bell & Co.

J. L. PETERS, American ship, Capt. G.

A. Lane.—Messageries Maritimes.

LEONORA, Austro-Hungarian ship, Capt.

G. Moreau.—Melchers & Co.

OASIS, American ship, Captain Dillon.—

Melchers & Co.

SUEZ, British steamer, Captain Dodd.—

Gibb, Livingston & Co.

WARDENBERG MINSTER, Br. barquentine,

Capt. Hudson.—Arnhold, Karberg & Co.

SHIPPING.

ARRIVALS.

June 19, 1886:—

Lang-Ping, Chinese Revenue-cruiser, N. P. Anderson, Shanghai June 10, and Swatow 18.

El Alfa, German steamer, 1,162, T. Nagel, Kobe June 13, General.—Stenzens & Co.

June 20:—

Fookang, British steamer, from Whampoa.

Kwong Wai, Chinese transport, from Canton.

Pegasus, British sloop, 1,130, Acting Commander Farquhar, Nagasaki June 14.

Adie, Danish steamer, 268, N. C. Revbeek, Haiphong June 16, and Hoihow 19, General.—Arnhold, Karberg & Co.

Volga, French steamer, 1,552, Du Temple,

Yokohama June 19, and Kobe 15, Maile and

General.—Messageries Maritimes.

Kwang Lee, Chinese steamer, 1,603, R. Andrew, Shanghai June 15, and Wanchow 18, General.—O. M. & N. Co.

Amigo, German steamer, 720, F. Thiesen, Rangoon June 8, Rice.—Ogura.

Don Juan, Spanish steamer, 654, José Martinez, Manila June 17, General.—BRAND & Co.

Propaganda, British steamer, 1,337, G. Hensley, Saigon June 16, Rice and Paddy.—ARNHOLD, KARBERG & Co.

June 21:—

Diamante, British steamer, 514, A. A. McQuinn, Manila June 18, General.—RUSSELL & Co.

Piccola, German steamer, 575, Th. Nissen, Amoy June 20, General.—BUS HIR CHAN.

Cockchafer, British gunboat, 465, Lieut. Commander H. H. Boteler, Takao June 18.

Velox, German steamer, 630, M. Kallens, Wahu June 19, Rice.—ED. SCHOLLHAUS & Co.

Kut Sang, British steamer, 1,495, W. O. M. Young, Shanghai June 18, General.—JARDINE, MATHESON & Co.

DEPARTURES.

June 20:—

Plainsmiller, for Saigon.

Scythian, for Port Darwin and Sydney.

Diamond, for Singapore and London.

Glaucus, for Shanghai.

Fookang, for Shanghai.

Caribbrooke, for Coast Ports.

Celbes, for Amoy.

June 21:—

Signal, for Hoihow and Pakhoi.

Abdull, for Amoy.

Port Jackson, for Guam.

Long Lee, for Whampoa.

Piccola, for Singapore.

Hailong, for Amoy and Tamsui.

Fookang, for Shanghai.

Don Juan, for Amoy and Manila.

Midge, British gunboat, for Fochow.

London, for Royal Roads (B.C.).

CLEARED.

Joseph, for New York.

Amigo, for Amoy.

Greyhound, for Hoihow and Pakhoi.

PASSENGERS.

ARRIVED.

For *Lang-Ping*, from Shanghai, &c., Sir Robert Hart, K.C.M.G.

Per *Adie*, from Haiphong, &c., 182 Chinese.

For *Volga*, from Yokohama, Messrs Huot, Caven, Nodet and company.

Per *Kwang Lee*, from Shanghai, &c., 140 Chinese.

Per *Amigo*, from Rangoon, 4 Chinese.

Per *Don Juan*, from Manila, Mr Aurelio Rodriguez, and 77 Chinese.

Per *Greyhound*, from Hoihow, Mr J. Avertosh, and 55 Chinese.

Per *Propaganda*, from Saigon, 73 Chinese.

Per *Diamante*, from Manila, Messrs Forrester, Barretto, and Lieutenant Manuel Cubel, 2 Europeans deck, and 82 Chinese.

DEPARTED.

Per *Plainsmiller*, for Saigon, 12 Chinese.

Per *Scythian*, for Sydney, 155 Chinese.

Per *Signal*, for Hoihow, 40 Chinese.

demand	22 1/2
Shanghai demand	7 1/4
50 day sight, private	7 1/4
Gold Leaf 694 fine	\$31.25
Sovereigns	\$6.13

METEOROLOGICAL REGISTER.	
At 4 P.M. TO-DAY.	
Barometre	30.52
Temperature	58
Humidity	79
Direction of Wind	SE
Force	1
Weather	Cloudy
Rain	0.00
Humphreys, Observations, June 21, 1888.	

THE TRADE OF COREA FOR 1885.

The following notice on the Returns of the Trade of Corea for 1885 is taken from the N. C. D. News of the 14th inst. We have not yet received the book ourselves:—

The Reports on the Trade with Corea in Foreign vessels have just been issued by the Commissioners and are prefaced by an excellent Introduction from the Chief Commissioner at Seoul. Beginning by mentioning that there are statistics for but one complete year with which to compare the figures of the trade of 1885, the Commissioner says there is a substantial gain shown in the figures of that year over those of the preceding one. The increase would, he thinks, probably have been greater, had it not been for the political troubles at the end of 1884; but, in spite of the fact of the statistics for 1885 showing an improvement in the amount of trade done, they are, he considers, disappointing. Among the exports, only gold dust and hides appear in sufficient quantities to be classed as export staples; and the minor articles which make up the rest of the list present a pitifully small total, which the Chief Commissioner observes would lead one to form a poor opinion of the enterprise of the people and the productive resources of the country. Exports are confined to a few enumerated articles, and the whole value of this side of the foreign trade of Corea only reached \$388,023; but the unstated quantity of gold dust is to be added, and this is probably considerably greater than the value of the other articles, as at Yunnan the difference between imports and exports amounts to about 3½ lacs of dollars, and the Chief Commissioner says that the gold dust exported from there maintains the balance of trade at that port. The production of gold dust might be largely developed if the Chinese were systematically worked on modern methods, and thus the means of extending the purchasing power of the Koreans would be increased. As things are at present, the Report says "the balance is immensely against us, and it is probable that the export trade will soon reach a limit unless there shall be an improvement in the export industry." The two following tables show the limited progress that Corea has made in the past year.

Values of Foreign Imports, less Re-exports:—

	1884	1885
Jochuan	\$145,482	\$987,816
Fusan	390,864	301,234
Yueusan	153,260	372,200

Total.....\$906,596 \$1,661,310

Values of Korean Exports to Foreign Ports, less Re-exports:—

	1884	1885
Jochuan	\$124,656	\$149,734
Fusan	257,805	184,474
Yueusan	62,168	53,825

Total.....\$444,629 \$388,023

To return to the enumerated articles of export: those which are said to find their way to Europe, are, besides Hides, Human Hair (\$528; Hides \$147; Bones \$2,049; Musk \$1,128; Nuts \$1,776; Silk \$10,215. These are certainly modest figures for a trade which is three years old, and those goods which are doubtless consumed in China and Japan are valued at only \$85,000; in addition to which there is the value of the red ginseng which is smuggled overland to China, and of an illicit trade carried on by junk at the northern ports, and also the gold dust and treasure to be added to the total export trade. The Chief Commissioner says that the smuggling of red ginseng, by junk, is, there can be no doubt, of material benefit to the legitimate import trade, the proceeds of the sale of products thus leaving the country being converted into foreign goods, which are largely brought by steamers to the open ports of Corea. He also advocates the removal of the prohibition on the export of red ginseng, of which only about 20,000 catty are now allowed to be taken annually by the overland way to China, at great expense as compared with the sea route. The removal of the prohibition on the free export of the most valuable of Korean exports would give additional purchasing power to the country and stimulate business; but there seems no present likelihood of the Government throwing the trade into open. Of more importance to foreigners here is the prospect of Corea becoming a silk-producing country, and shall therefore quote at full length what the Chief Commissioner says on this subject:—

"Silk-growing is directly encouraged and aided by the Government. Silk has never been produced in sufficient quantity to form any considerable export, although a great deal of native silk is consumed in Corea. A company for the growth of mulberry trees, in which the Government is largely interested, has now two extensive nurseries in which are growing about 1,000,000 trees, the enterprise being under the superintendence of a Foreign expert. Unless successful in their attempts, this industry should render immense returns in the course of a few years."

And the Commissioner at Jochuan writes: "The export of silk has practically remained stationary. The small amount exported is no criterion of the amount produced. The silk sent away from this port is of two kinds, Yellow and White. The White is produced in the provinces of Kingdang in considerable quantities. The Yellow is somewhat coarsely reeled but parcels of it that have found their way to Japan to Lyons are said by the silkmen there to be of a superior quality, and they are of opinion that if Corea produces it in any quantity she will, on the introduction of improved methods of reeling, be one of the richest silk-producing countries."

Upon the whole, we are inclined to think that the prospect of Korean silk interfering with the products of China in the markets of London and Lyons belongs to the dim and distant future.

The expansion, we may almost say the creation, of trade among a people who are almost in a state of primitive innocence of enterprise, who have not only to find articles that foreigners will buy, but to originate among themselves the means of trading, must necessarily be slow. The trade is still in the bonds of monopolies, and held by heavy taxation, which in one way or another have the worst effects on "several branches of industry which seem to possess considerable development of degree of prosperity and success, and help to enrich the country. Monopolists and Officials at present appropriate nearly all the profit over the bare living of the producer; and the people are sluggish, probably because they have no incentive to be otherwise. The Chief Commissioner thus summarizes his views on the prospects of Korean trade:—

"It is too much to expect that, even without these official restrictions, Corea should, after her centuries of stagnation, begin at once to supply the outside world with any considerable amount of her products. Having had no intercourse with other countries save the one-sided frontier trade with China, her people have had no occasion to raise in the aggregate more of any one product than would suffice for home consumption. Trade has been confined to her own territory, and means of communication have been so inadequate, and transport so expensive that each district has found it to its advantage to be self-

supporting as far as possible. The Koreans are not a mercantile people; the coastwise trade is very slight, and the numerous inland waterways which make transport comparatively easy in China are wanting here. Pack-men, pack-ponies and bullocks are the only means of transportation; the country is hilly and the roads rough; and all this has tended to confine intercourse of products to small areas."

No sudden growth in commercial prosperity can be looked for in Corea, but we may hope for that gradual and sound improvement which will follow reforms in the system of taxation, the abolition of monopolies, and the adoption of methods for encouraging existing industries and starting and fostering new ones."

Of the import trade, it is best we should quote what is said in the Introduction:—"The value of foreign goods is appreciated, and demand for them—especially for Cotton Piece Goods, Kerosene Oil, Dyes, and Matches—is only limited by the ability to pay for them. With the exception of Piece Goods, Foreign Imports do not appear to have penetrated into the interior in any considerable quantities. Matches, Aniline Dyes, Cotton Yarn, and Kerosene Oil are sold at the little booths and stands which serve for shops in the streets of Seoul, in quantities suited to the finances of the purchasers. Kerosene Oil is pumped from the sea directly into the lamp brought to be filled, these lamps being of ten Aniline Dye bottles, holding about half a gill, having its burners fitted loosely on top, and being without chimneys. Matches are sold in single boxes, and even in little bunches of about a dozen matches tied round with a thread. So small are the dealings amongst a people to the majority of whom a monthly income of two or three dollars is sufficient for all necessities."

The Customs Department are to be congratulated on the manner in which these Reports have been drawn up; they afford merchants and others full and constantly conveyed information on the present trade of Corea, and the opinions of its prospects from, not on the spot give the Reports additional value. We may return to the Separate Reports of the Commissioners at the places open to foreign trade, and the Customs the Alphabetical Index to the Annual Trade Reports from 1864 down to last year. These will be most valuable to the owners of the Reports both here and in other countries. Indeed, this index, compiled from part of every commercial library, and especially those of Chambers of Commerce, as it shows where men of business can obtain information about the trade of China, during a period of great expansion in the standard articles, and while it was flowing in new directions."

CHINA COAST METEOROLOGICAL REGISTER.

AT 4 P. M.—JUNE 18.

Station.	Barometrical Pressure at Sea Level.	Thermometer.	Wind.	Force.	Weather.	Remarks.
Manila	29.84	86	71	N	2	0
Haiphong	29.79	85	70	E	4	0
Hongkong	29.83	81	76	E	1	0
Amoy	29.00	81	87	SE	3	0
Keelung	—	—	—	—	—	—
Shanghai	29.87	74	90	E	3	0
Nagasaki	29.90	74	90	E	3	0
Wakatsuki	29.64	64	—	N	1	0

AT 10 A. M.—JUNE 19.

Station.	Barometrical Pressure at Sea Level.	Thermometer.	Wind.	Force.	Weather.	Remarks.
Manila	29.93	89	66	W	1	0
Haiphong	29.88	86	66	NE	1	0
Hongkong	29.94	80	85	E	5	0.13
Amoy	29.98	80	82	SE	2	0.07
Keelung	—	—	—	—	—	—
Shanghai	30.00	71	95	SE	2	0
Nagasaki	29.98	74	95	SE	2	0
Wakatsuki	29.68	67	74	—	0	0.20

The barometer has risen. Gradients are moderate for E. winds. The temperature is moderate, the humidity great (except in Luzon and in Tongkin) and cloudy weather prevails with rain along the coast.

W. DOBSON, Government Astronomer.

Hongkong Observatory, Saturday, June 19.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. Thermometer, in the shade in degrees Fahrenheit.
3. Barograph, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. Direction of Wind, to two points.
5. Force of Wind, according to Beaufort's scale.
6. State of Weather, by five sky, a detached cloud, a drizzling rain, fog, a gloomy haze, lightning, a overcast, passing showers, a squally, a rain, a snow, a thunder, a visibility, a &c.
7. Rain, in inches, tenths and hundredths.

Intimations.

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI FONG,

(Formerly Articled Apprentice and Later Assistant to Dr. ROGERS.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2, DUNDRELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address: 2, DUNDRELL STREET.

(Next to the New Oriental Bank.)

Hongkong, January 12, 1885.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR.

Runs Daily as a Ferry Boat between Peddar Wharf and Tsing-Tai-Tai at the following hours:—This Time Table will take effect from the 15th APRIL, 1886.

WEEK DAYS.

Leave S. K. from S. K. Leave S. K. from S. K.

6.00 A.M. 6.00 A.M. 6.00 A.M. 6.00 A.M.

8.00 " 8.30 " 9.00 " 10.15 "

10.45 " 12.30 P.M. 12.30 P.M. 1.00 P.M.

12.45 " 1.00 " 1.30 " 2.00 "

2.30 " 3.00 " 3.30 " 4.00 "

4.15 " 4.30 " 4.45 " 5.10 "

5.25 " 5.40 " 5.55 " 6.15 "

6.35 " 6.45 " 6.55 " 7.00 "

7.15 " 7.00 " 7.15 "

* This will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

Intimations.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersecretary is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, August 25, 1885. 1458

SAILOR'S HOME.

ANY Out-of-Clothing, Books, or Papers will be thankfully received at the SAILOR'S HOME, West Point.

Hongkong, July 26, 1874.

Insurances.

LANGSHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their consideration.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or for any other information, apply to

ARNHOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 10

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Underigned, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co., 14

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Underigned having been appointed AGENTS for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, November 5, 1883. 855

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to accept Risks on First Class Goods (downwards at 1 per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881. 638

SINGAPORE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SINGAPORE.

WE are prepared to GRANT POLICIES against FIRE on usual terms at Current Rates.

All Contributors of business, whether Shareholders or not, are entitled to Share in the Bonus.

ADAMSON, BELL & Co., Agents.

Hongkong, July, 1885. 1239

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed AGENTS for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Life Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLIDAY, WISE & Co., Agents.

Hongkong, July 25, 1872. 496

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERALIA, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship ROSETTA, Captain G. W. BRADY, with Her Majesty's Mail, will be despatched from this port for LONDON direct, via SUEZ CANAL and usual Ports of Call, on THURSDAY, 1st July, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Passengers and Cargo for MARSEILLES.

E. L. WOODIN, Acting Superintendent.

Hongkong, June 19, 1884. 1193

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship BELGIO will be despatched from San Francisco, via Yokohama, on TUESDAY, the 22nd June, at 3 p.m.

Connection being made at Yokohama with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 60A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, June 7, 1886. 1069

NOTICE.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEAS.

MARSEILLES AND PORTS OF BRAZIL, AND LA PLATA: ALZO BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON THURSDAY, the 24th of June, 1886, at Noon, the Company's S.S. DUJENNAH, Commandant VAPTEUX, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 23rd June, 1886. Parcels not to be sent on board; they must be left at the Agency's Office.

Contents and value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, June 11, 1886. 1180

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND DOCKING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched from San Francisco, via Yokohama, on SATURDAY, the 3rd July, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Passage Tickets granted to England, France, and Germany, by all trans-Atlantic lines of Steamers.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 60A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, June 12, 1886. 1165

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

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LANE, CRAWFORD & Co.

Hongkong, August 20, 1884. 1898

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